

NOTES FROM HOME PAPERS.

LONDON, 30th, March.
TENDERS FOR FIRST-CLASS CRUISERS.
Three Clyde firms have sent in tenders to the Admiralty for two first-class cruisers. All tenders are to be in by April 6.

MR. DAVITT STONED.
While Mr. Michael Davitt, accompanied by a life-and-death band, was prosecuting his anti-landlord mission in Charleville, County Cork, on Saturday, he was greeted with a volley of stones. He subsequently held his meeting under the wings of the police.

THE RAILWAY TO KHARTOUM.
The railway to Khartoum is advancing rapidly, says the Cairo correspondent of the Times. It has now been carried fifty miles south of the Atbara river, and is progressing at the rate of 200 yards daily. It is expected that the line will be completed to Khartoum by November.

A HUGE CHECK.
Messrs. W. D. and H. O. Wills, the tobacco manufacturers, have just drawn a cheque at Bristol for £150,000 in payment of duty on tobacco withdrawn from bond. This, with previous payments made during March, makes a total of over £240,000 for duty paid during the present month by this firm alone.

THE ADMIRALTY AND THE CUNARD COMPANY.
It was stated by the Chairman of the Cunard Company at the meeting in Liverpool yesterday that the Admiralty had notified that the subsidy would be withdrawn from the *Lucia* and *Cambria* in September next. A Liverpool correspondent states that the White Star Line have received a similar notification in respect of the *Titanic* and *Majestic*.

DEATH OF A KENTISH CENTENARIAN.
Mrs. Sophia Gray died early this morning at Chatham at the age of 105. The old lady had been in good health up to within the last few days, but owing to the severe weather contracted bronchitis, to which she succumbed. Mrs. Gray, who was born at Tunstall, near Sittingbourne, was in receipt of an annuity from Sir Hogie Davies, member for Chatham. She was married in 1812.

THE NEW TORPEDO-BOAT DESTROYERS.
The contracts for the twelve torpedo-boat destroyers for the Navy have been distributed among six firms according to the facilities offered for speedy delivery. The Fairfield Company, Glasgow, secured two; the other firms were Vickers, Sons and Maxim; Laird Bros.; Palmer and Co.; Hawthorn Leslie and Co.; and Duxford and Co. The boats are to be 300 tons, and 6,000 horse-power.

A CLEVER LAWYER.
Mr. Pyke, the Probate and Admiralty Q.C., who has just died at the early age of forty-four, was one of the few superbly brilliant young lawyers who have achieved distinction almost before reaching middle life. Since Mr. Aspinall's death last year he had been the leader of the Court. Mr. Pyke was a Jew, and his widow is a niece of Sir Francis Goldsmid, the first Jewish barrister to receive the honor of "silk."

DEATH OF A QUEEN'S ENGINE DRIVER.
Mr. John Moon, an engine driver widely known throughout the Great Northern system, has just died at Luton (Bedfordshire). The deceased, who was in his eightieth year, spent nearly half a century on the foot-plate, and eventually became famous by the fact that for seventeen seasons he was chosen driver to the Queen's train from Scotland to London, the whole journey of which he accomplished without the slightest hitch.

CARRIER PIGEONS FROM ATLANTIC LINERS.
Paris, Monday.—The *Figaro* announces that a carrier pigeon released from one of the French Transatlantic Company's steamers on its way to New York has reached its destination with the first dispatch in the new pigeon service organized by the company. The message was addressed to M. Paoli, the special commissioner of police, who is at present at Nice, in connection with Queen Victoria's visit. The *Figaro* adds that the success of the new service is thus assured.—*Reuter*.

IT IS TIME FOR ADULTS TO DESIST.
Charles Simpson, eight years of age, of Hales, Bedford, and George Payne, nine years of age, of Heston, both of whom recently spied a bottle of whisky outside the shop of Mr. Dench, 167, Brockley-road. They promptly annexed it, and with the aid of a hairpin as corkscrew, opened the bottle and drank the spirit. Afterwards they were found rolling about the road drunk and very ill. This escapade brought them to Greenwich Police-court, where their parents had to pay a doctor's fee of 3s. 6d. each and were bound over to bring the boys up for judgment in a month.

NEW OPERAS.
Of Mascagni there is news of deep interest for the musical world. Although "Iris," his latest opera, has not yet made its debut outside Italy, he has three other works in hand. One is entitled "The Masks"; another, "Vestilia," is based upon a stirring romance by the Italian writer De Zeri. The third, "Gandolin," though short, is said to be of thrilling dramatic interest. In this last-named the composer has set himself to interpret in music the agonies of a "hero" who succumbs to terror at the imminent prospect of death. "Vestilia" is to be a three-act opera. Mascagni has almost finished "The Masks."

DANISHED BOOKMAKERS.
The French Government finds that its bold action has been very profitable, and the prospects of the bookmakers in France are becoming every day more gloomy. The Government has discovered that as a result of their suppression the receipts of the Pari-Mutuel the other Sunday at Longchamps were 800,000 francs in excess of those of the corresponding Sunday of last year. The gate money also showed an increase of 7,000 francs.

UNDER THESE CIRCUMSTANCES THE SUPPRESSION
of the bookmakers, which was first looked upon as a temporary measure, will probably become permanent.

AN OUTLANDERS' PETITION.
A petition to Queen Victoria, signed by 1,000 British subjects in the Transvaal, was a Times telegram, handed on Friday to the British Agent in Pretoria for transmission to the High Commissioner. It sets forth in detail the grievances of the Outlanders, and says that since 1895, when President Kruger promised reforms, their position has been worse than it was before, and is now intolerable. They are prevented by the direct action of the Government from ventilating their grievances, and therefore pray her Majesty to extend her protection to them, cause an inquiry to be held into their complaints, and secure the reform of abuses.

SIGNOR MANCONI'S EXPERIMENTS.
The wireless telegraphy experiments were continued yesterday between Wimereux, near Boulogne, and the South Foreland, with complete success. A long series of messages was exchanged without a hitch. The experiments will last for some weeks longer, and may then perhaps be carried on between Newhaven and Dieppe, a much longer distance. In an article in the *Daily Telegraph*, describing the way in which this marvellous system works, it

is stated that the vibrations, or "waves," travel with the same velocity as light, or about 186,000 miles a second, and, as they are some forty-eight inches from crest to crest, over 250 millions of them beat against the little glass tube in the receiver in every second of time.

AN EXPECTED TRIUMPH FOR THE KILT.
Last year the Mearns brigade of the Highland (Volunteer) Brigade resolved unanimously to abandon the trows and adopt the kilt; and the Banffshire battalion is now the only one in the brigade which does not wear the phibeg. It is, however, now desirous of bringing itself into sartorial line. This desire having been communicated to the officer commanding the battalion he has forwarded a query to each Volunteer "Yes" or "No" vote to the adoption of the kilt. From the feeling which has already been expressed by officers and men, it is confidently expected that the reply will be in the affirmative. The colonel has explained that owing to the present debt of the battalion it may not be possible to provide the Highland dress at present; but if it is the battalion's desire to have it, he will inquire whether the necessary funds can be obtained.

A LITTLE TOO PREVIOUS.
On Tuesday night, when the death of Mr. John Sherman, ex-Secretary of State, was reported on apparently good authority, a leading Spiritualist in Washington was holding a seance. The crowning event of the evening was the materialization of the spirit of Mr. Sherman. The supposed soul of the ex-Secretary of State appeared, and told the meeting how pleased he was to be in Heaven, which was the spiritual place of the deceased. The spiritualist gentleman remembered his colleagues in Washington. He politely sent his compliments to Mr. McKinley and desired to be remembered to other members of the Administration. He next wrote a message on a slate, the writing being, it is said, an excellent imitation of Mr. Sherman's calligraphy. Naturally all present were greatly edified at what they had seen and heard at the seance, and went away deeply impressed. The next morning they learnt that Mr. Sherman had not died. His spirit, therefore, could not have been materialized or brought from Heaven, and they now threaten to sue the medium as an impostor.

MR. OSCAR BARRETT, OF GARRICK AND ADELPHI FAME, IN THE BANKRUPTCY COURT.
The creditors of Oscar Barrett, the well-known theatrical manager, have met together at the London Bankruptcy Court. The debtor attributed his insolvency to losses in connection with theatrical ventures, particularly in respect to the pantomimes produced at the Adelphi and the Garrick Theatres. A statement of affairs lodged by the debtor showed unsecured debts £10,047, against assets £4,669. The debtor estimated that his net income during the last two years had not exceeded £200 a year, and said that he had never failed before. Mr. A. J. Benjamin, representing the creditors, raised a question respecting the assignment by the debtor of theatrical properties and effects at the Adelphi Theatre to Messrs. Gatti in February last in consideration of an antecedent debt of £75, and submitted that the assignment was an invalid preference. The debtor explained that he then owed three weeks' rent at £250 a week, and also the salaries of artists, and Messrs. Gatti took over the whole concern with the liabilities. Mr. Benjamin said that the property assigned had realised £1,500. It was intimated that the debtor's affairs would be investigated in the usual course.

WHAT DOES THE WAR OFFICE THINK?
The St. Petersburg correspondent of the Times states that a week ago Captain Novitsky delivered there a lecture entitled "Military Sketches of India." In the presence of the Grand Duke Vladimir, commanding the troops of the St. Petersburg district, his son, the Grand Duke Alexander, and several high military authorities of the capital. The lecturer gave the result of his personal investigation into the state of the Anglo-Indian troops and the military condition of India during a stay of four months in the country last year. Among other matters Captain Novitsky pointed out the low degree of education among the native officers and the absence of any Government measures for improving their wretched condition.

The lecturer then read a short strategical account of the north-western region of India, dwelling more fully upon British Baluchistan and the Khyber Pass, both of which he had visited. The review of those localities and the border disputes of India, in general, showed that the fortification of the north-west frontier was unsatisfactory, and in a very different state from that in which it had been represented from English sources. According to Captain Novitsky, the attitude of Indian natives towards the English was hostile, but there was less danger in this respect among the native troops and proletariat. The feeling of the natives towards Russia was not what the majority of Russia imagined it to be. The natives had heard very little about Russia, and what they had heard was false and unfavourable. Captain Novitsky illustrated his lecture with enlarged photographs of the Indian frontier fortifications, barracks, localities, and types of the native soldiery.—*St. Petersburg Gazette*.

COMMERCIAL EDUCATION IN FRANCE.
A report on commercial education in France, by Mr. H. Austin Lee's Commercial Attaché to her Majesty's Embassy at Paris, is issued to-day by the Foreign Office. It states that the elementary portion of commercial education is mostly given at establishments (either directly under State control or largely subsidised by the State. A superior council deliberates upon and decides all questions respecting technical education in its entirety. This council is presided over by the Minister of Commerce and Industry, and its members are all directly connected with commercial education. All the commercial schools are under the Inspector-General of Technical Education. Elementary commercial education along comes directly under the head of State expenditure. The tuition given at these schools is entirely gratuitous and the pupils are mostly day scholars. They are visited and inspected once a month, and the programme of tuition is arranged by a Council of Improvement. The course of study occupies three years. In the higher commercial education the curriculum is based upon two considerations, the present highly developed state of trade and the very close connection between the merchant and the manufacturer.

In view of these considerations great importance is attached to general as well as to special education. The study of two modern languages is made obligatory, and all subjects taught bear directly or indirectly on the object in view. The teaching would appear to consist mainly of lectures, note-taking, and the subsequent elaboration of the latter. Students are constantly questioned by the professors and their note-books inspected. In addition to the ordinary commercial subjects special lectures are given on the Elements of Public and Civil Law, Commercial Law, Maritime Law, Industrial Law, Foreign Commercial Law, History of Commerce, Labour Law, Fiscal and Customs Legislation, such as telegrams, and Commercial Apparatus, such as Transport, and electricity. There is also a special colonial school, where French colonies are made the subject of special study.

RUSSIA'S BIG RAILWAY.
SOME FIGURES ABOUT THE WORLD'S GREATEST LINE.
The Russian papers, says the London Morning Leader, are full of comments on the immense importance the Siberian railway will be to the Empire.
According to the original project the line would have a length of 4,728 miles, but, as arrangements have now been made by which it will traverse Chinese territory, the total length has been reduced to 4,387 miles.
It is true the distance between Tscheljabinsk (Cheliabinsk) and Vladivostok, the two terminal points of the line, is as the crow flies, 3,111 miles apart, but even this distance exceeds that between New York and San Francisco, hitherto the longest line in the world. The line is being built in sections, and more than half of it has already been given over to traffic.
It is hoped that by next year there will be direct communication between the Russian Baltic ports and the Pacific by rail and steamer, and that in five years' time at the utmost the railway will be completed throughout the whole distance.

LAND OF IMMENSE DIFFICULTIES.
The difficulties to be encountered are, of course, immense. Siberia is one of the best watered tracts of the whole world, and not only have immense bridges to be built over the main streams, but all the intricacies of the engineering have been called into play to overcome the danger occasioned by the periodical rise of the very numerous shallow streams which results in far-reaching floods.
Valleys up to 1,000 ft. in length and at a height of 1,400 ft. have been erected, and perhaps the most difficult portion of the whole work is that section which, after leaving Irkutsk, encompasses the southern portion of Lake Baikal. Here the longest tunnel of the whole line, 3,220 yards long, will have to be constructed.
To the east of Lake Baikal climatic difficulties commence. In that portion of the Yabloni Mountains which the line must cross the temperature in June and July is by day 82 degrees and by night 45 degrees Fahrenheit. During the rest of the year the mercury sinks to an unheard-of point. In the Tschita Valley, where deep cuttings have to be made, the ground never thaws, and in some parts is frozen to a depth of over 20 ft.
The total cost of the project is estimated at upwards of £43,500,000 sterling, three-parts of which must have up to the present been paid.

NOTANDA.

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Meteorological means based on ten years' observations to 1897.

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and 6hr. 0min.

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1879—Alexander of Battenberg elected Prince of Bulgaria.
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Roman Catholic Cathedral:—Mass at 6 a.m., 7 a.m., 8 a.m., and 9.30 a.m. Benediction, 5 p.m.
Union Church:—Services, 11 a.m. and 6 p.m.
German Bethesda Chapel, West Point:—Morning Service, 11 a.m.
St. Francis Church, Wanchai:—Mass (Chin.), 6 a.m. (Port.), 7.30 a.m. Benediction, 5 p.m.
St. Joseph's Church, Garden Road:—Morning Service (English), 9 a.m.
St. Anthony's Chapel, West Point:—Mass, 8 a.m.
 Wesleyan Methodist Church:—Services, 10.30 a.m. and 5.45 p.m.
 St. Peter's Seamen's Church:—11 a.m. and 6.30 p.m.

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Indian (Catherine Apat) 1st prox.
German (Prusien) 2nd prox.
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Colours, the six guards including Capt. T. J. Marker, Lieut. T. G. Parker, Second-Lieut. S. R. Fletcher, Second-Lieut. E. F. Thrupp, Lieut. F. S. R. Johnson, and Lieut. H. Galloway. Lieut. W. A. L. Leithbridge was present in the capacity of Adjutant.

The Athletic Sports on the recreation ground at Tanglein Barracks commence at 4.30 this afternoon, and the variety concert in the Regimental Theatre at eight o'clock. Every facility will be given to civilians attending to witness these entertainments.—*Straits Times*.

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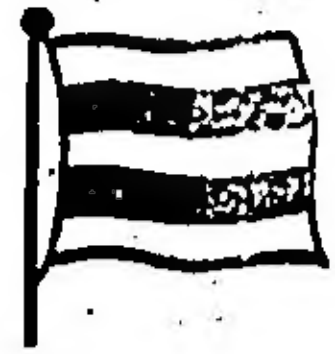
For Hongkong, apply to Sole Agents, Messrs. Gibb, Livingston & Co., Ltd., 11, Market Street, Hongkong.

For Hongkong, apply to

Intimations.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SANUKI MARU.....	YOKOHAMA (DIRECT)	TO-MORROW, 30th April, at 4 P.M.
KINSHU MARU.....	SEATTLE (WASH. U.S.A.) VIA KOBE, YOKOHAMA & VICTORIA, B.C.	THURSDAY, 4th May, at 4 P.M.
TAMBA MARU.....	MARSEILLES, LONDON, and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO & PORT SAID.	THURSDAY, 4th May, at 4 P.M.
BINGO MARU.....	KOBE AND YOKOHAMA	THURSDAY, 4th May, at 4 P.M.
SAGAMI MARU.....	VLADIVOSTOK, VIA SWATOW, AMOI, SHANGHAI, CHEFOO, CHE-MULPO AND NAGASAKI	THURSDAY, 11th May, at 4 P.M.
MIKE MARU.....	KOBE AND YOKOHAMA	SATURDAY, 13th May, at 4 P.M.
KAGOSHIMA MARU.....	HOMBAI, VIA SINGAPORE, and COLOMBO	TUESDAY, 16th May, at Noon.

For further information as to Freight, Passage, Sailings &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

Hongkong, 25th April, 1899.

A. S. MIHARA,
Manager.

MILWAUKEE BEER

IS FAMOUS

PABST

HAS MADE IT SO.

CARLOWITZ & CO.,
SOLE AGENTS.

Hongkong, 9th December, 1898.

[1399]

J. J. CARNAUD, 3, rue d'Argout, PARIS

TIN BOXES STAMPED ARTICLES FOR MILITARY EQUIPMENT

M. OPPENHEIMER & Co, Paris

F. BLACKHEAD & CO., SHIPCHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS.

PRAYA CENTRAL HONGKONG, SOAP MANUFACTURERS.

HARTMANN'S PATENT RED HAND BRAND, HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES, &c., &c., &c.

SOLE AGENTS FOR FERGUSON'S SPECIAL CREAM and P. & O. SPECIAL LIQUOR SCOTCH WHISKY, &c. EVERY KIND OF SHIP'S STORES AND REQUISITES ALWAYS IN STOCK AT REASONABLE PRICES.

Hongkong, 14th May, 1896. [39]

CAROLINE M. AVERNARIUS USED FOR OVER 25 YEARS With the Utmost Success.

Thoroughly reliable preservative for Wood and Stone against White Ants, Decay, Fungus Rot and Dampness.

Sole Agents for China, LUTGENS, EINSTAMANN & Co. Hongkong, 11th September, 1896. [19]

NOTICE.

THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.

J. J. EYES FLUID THE BEST DISINFECTANT

AVOID ALL RISK OF OUTBREAK BY ITS USE

W. C. HUMPHREYS & Co, Bank Buildings, Hongkong, 9th March, 1897. [11]

KUHN & KOMOR, JAPANESE FINE ART CURIOS,

21 & 23, QUEEN'S ROAD, HONGKONG, 35, WATER STREET, YOKOHAMA and 36, DIVISION STREET, KORE.

Hongkong, 15th March, 1898. [42]

DUMINY & CO CHAMPAGNE EXTRA DRY

Carte Blanche. Chateau de Charmilles

M. OPPENHEIMER & Co, Paris.

THE LEADING CATERERS.

MEMU, BILLIARD TABLES and LIQUORS to all others. THE GRILL ROOM.

Hongkong, 1st September, 1897. [39]

CHS. J. GAUPP & CO., CHRONOMETER, WATCH, and CLOCK MAKERS, JEWELLERS, SILVER SMITHS, and OPTICIANS.

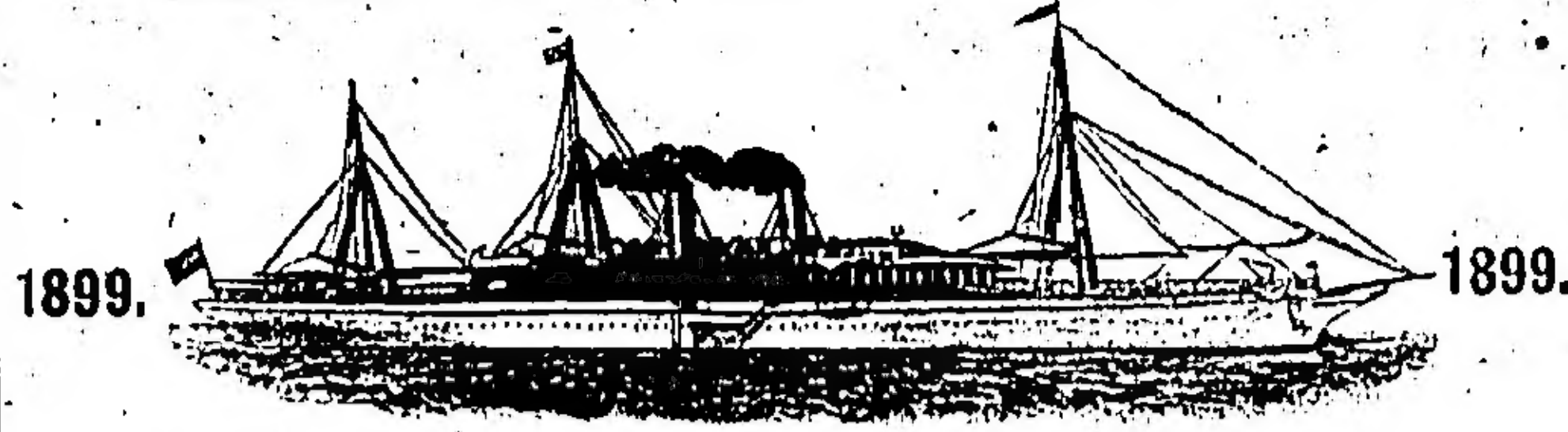
CHARTS and BOOKS. NAUTICAL INSTRUMENTS.

Sole Agents for Louis Audemars' Watches awarded the highest Prizes at every Exhibition, and for Voigtlander and Sohn's CELEBRATED OPERA GLASSES, MARINE GLASSES and SPYGLASSES.

No. 54 & 56, Queen's Road Central. [40]

Mails.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF JAPAN...Comdr. Geo. A. Lee, R.N.R...WEDNESDAY, 17th May, 1899.

EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 7th June, 1899.

EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 28th June, 1899.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are excellent.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Paddy Street, [3]

Hongkong, 26th April, 1899.

TOYO KISEN KAISHA. NORTHERN PACIFIC STEAMSHIP COMPANIES.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Saturday, 20th May, at Noon.
AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Tuesday, 13th June, at Noon.

THE Steamship "NIPPON MARU" will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA AND HONOLULU, on SATURDAY, the 20th May, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M.—the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, 17th March, 1899. [1310]

MITSUBISHI KAISHA

No. 6, Ice House Street, Praya Central.

Head Office—TOKIO.

Branch Offices—LONDON, NEW YORK, BOMBAY, SINGAPORE, SHANGHAI, TIENTSIN, NEWCHANG and all Ports in JAPAN.

Agents—

Mitsui Coal Mines, Ohmura Coal Mines, Kanada Coal Mines.

Tokyo Marine Insurance Co., Limited. Meiji Fire Insurance Co., Limited.

Imperial Government Paper Mills, Japan. Cotton Cleaning and Wkg. Co., Shanghai. Onoda Cement Company, Japan.

Kanaguchi Cotton Spinning Mill, Japan. The Mito Cotton Spinning Mill, Limited.

Tokyo Cotton Spinning Mill, Japan. Hayashi Clock Factory.

Hongkong, 11th December, 1896. [45]

Mails.

NORDDEUTSCHER LLOYD.

(Freight Service.) (Passenger Service.)

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; NORTH AND SOUTH AMERICAN PORTS.)

PROJECTED SAILINGS FROM HONGKONG, SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
*SAVOIA.....	HAVRE and HAMBURG (LONDON with transshipment in HAMBURG)	2nd May. Freight and Passage.
*HEIDELBERG.....	HAVRE and HAMBURG (LONDON with transshipment in HAMBURG)	About 25th May. Freight and Passage.
*SIBIRIA.....	HAVRE and HAMBURG (LONDON with transshipment in HAMBURG)	About 30th May. Freight and Passage.
*KONIGSBERG.....	HAVRE and HAMBURG (LONDON with transshipment in HAMBURG)	About 15th June. Freight and Passage.
*Christianesen.....	(LONDON with transshipment in HAMBURG)	About 30th June. Freight.
DEIKE.....	NEW YORK	
RICKMERS.....	VIA SUEZ CANAL	

* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

Calling at NAPLES for Passengers only, if sufficient inducement offers.

For further particulars as to Freight, Passage, &c., apply to CARLOWITZ & Co, Agents.

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON TOPEKA & SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN FRANCISCO AND SAN DIEGO.

VIA INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to Japan PORTS and HONOLULU, THE UNITED STATES, MEXICO, CENTRAL & SOUTH AMERICA, &c.

Thyria..... [3,002] about May 1

Belgian King..... [3,379] about June 20

Curmishshire..... [2,929] about July 20

THE Steamship "CARLISLE CITY" will be despatched for SAN FRANCISCO and SAN DIEGO VIA NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on MONDAY, the 1st May, at Noon.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages will be received at the OFFICE until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices to accompany cargo destined to Points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, China and Japan. Hongkong, 26th April, 1899. [1350]

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP CO.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

China (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)..... Tuesday, 2nd May, at Noon.

City of Rio de Janeiro (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)..... Saturday, 27th May, at Noon.

City of Peking (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)..... Thursday, 22nd June, at Noon.

THE U. S. Mail Steamship "CHINA" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA & HONOLULU, on TUESDAY, the 2nd May, at Noon, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States of Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail Routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Service, to European Officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, 15th April, 1899. [4]

NORDDEUTSCHER LLOYD.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN and HAMBURG.

BLACK SEA AND BALTIC PORTS.

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, and SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—Cargo can be taken ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

Prussia..... [Wednesday] 14th May.

Sachsen..... [Wednesday] 21st June.

Bayern..... [Wednesday] 19th July.

ON WEDNESDAY, the 24th day of May, 1899, at 9 A.M. the Company's Steamship "PREUSSEN," Captain R. Heintze, with CARGO, PASSENGERS, SPECIE, and MAIL, will leave this Port as above, calling at NAPLES and GENOA.

Shipping Orders will be granted till Noon on MONDAY, the 22nd May. Cargo and Specie will be received on board until 5 P.M. on TUESDAY, the 23rd May. Official Papers will be received at the Agency Office until Noon on TUESDAY, the 23rd May. Contents of Packages are required. No Parcel Receipts will be signed for less than 25 lb. and Parcel should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and a Stewardess.

Linen can be washed on board.

For further Particulars, apply to J. S. VAN BUREN, Agent.

Hongkong, 24th April, 1899. [1540]